Technical Note No. 1000/52 Revision 2

Doc.-No.:
TM1000-52 FE-29-02

Issue: 01.a
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Subject : B. Retrofitting of locking bolts to the propeller adapter 10M67
C. Improved propeller adapter 10M67 version d or later

Effectivity type: DG-1000
variants: DG-1000T, all serial numbers

Accomplishment :
A. Prior to next engine use (only with the first execution of instructions B or C)
B. Prior to next engine use in case instructions B haven´t been performed so far.
C. In case the existing propeller adapter can´t be retrofitted according to instructions B or if the life time of the adapter is extending.

Reason : Two incidents have been reported shortly after another, where the propeller of the DG-1000T parted from its hub. In both cases, the rubber of the damper element was sheared off completely.
A. Manual revision due to instructions B or C.
B. A safety mechanism has been developed that consists of 2 safety pins that are inserted from the inside to the outside in 2 radial holes in the adapter. These holes are larger in the outer ring so that the bolts engage only if the rubber fails.
C. For new production batches an improved propeller adapter was developed which enables a better connection of the rubber to the inner and outer disc of the adapter. The locking bolts are kept.

Instructions : A Manual revision (only for the first execution of instructions B or C):
Exchange the following manual pages against new pages, issued August 2025, marked with TN1000/52. Respect the marked changes.
Flight manual: 0.2a, 0.3, 0.4, 1.5, 2.5, 4.6, 4.9, 4.10, 4.12, 4.13, 4.14
Maintenance manual: 0.2, 0.3, 0.5, 0.6, 0.11, 0.12, 4.20, 7.1, 8.1, 9.2, diagram 13

B 1. a) Remove the propeller adapter without safety pins (10 M 067 version a or older)
b) Send this propeller adapter to DG Aviation.
c) For Flights with the engine removed see flight manual, section 4.6. For flights with only parts of the engine removed (like propeller or adapter ring only) weight and balance have to be redetermined.

B 2. a) DG Aviation will assess whether the propeller adapter ring can be reused.
b) DG Aviation modifies it accordingly.
c) If the assessment is successful, DG Aviation will return the modified propeller adapter with an EASA Form 1.

Note: Life time of a propeller adapter ring retrofitted with safety pins (10 M 067 version b), which is 4 years old or older, may be extended after a positive inspection at DG by one year after inspection. The maximum permissible life time of 50 hours is still applicable.

B 3. Install the propeller adapter ring with the safety pins (10 M 067 version b) returned by DG Aviation according to MM section 4.10.2 and diagram 13.

C 1. Remove the existing propeller adapter.
C 2. Install the improved propeller adapter 10M67 version d or later according to MM section 4.10.2 and diagram 13.

The technical content of this document is approved under the authority of DOA Ref. EASA.21J.780.

Note: For the life time of the adapter regard section 0.4.3 h) of the DG-1000T maintenance manual.

Material : Manual pages, see instruction A
8,4mm Schnorr lock washers Type S (6x)
lock nuts M8 Thermag DIN 980 cu (6x)
Instructions B: Propeller adapter with safety pins (10 M 067 b or newer)
Instructions C: Improved propeller adapter 10M67 Version d or newer.

Weight and balance : influence negligible

Remarks : Use only genuine spare parts.
Parts (except for standard parts) and material kits shall only be installed if an EASA Form 1 is existent for these products.
The DG invoice is valid as "Certificate of conformity" for standard parts.

Instructions A and B 1. and B 3. resp. C may be executed by the pilot/owner himself. The actions are to be inspected and released by the pilot/owner (according to MLA. 801 (b) 3. for EASA registered aircraft).

Instructions No. B 2:
1. EASA registered aircraft: The pilot/owner is not allowed to perform the actions. The actions have to be performed and released according to ML.A.801 (b) 1.
2. Non EASA registered aircraft: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

If you have any questions concerning this TN please contact DG Aviation:
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Bruchsal, date:
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